Connecting Texas 2050

2050 Statewide Transportation Report

January 2025
Transportation Planning and Programming Division

Texas Department of Transportation

Connecting Texas 2050

Statewide Long-Range Transportation Plan

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Introduction

The 2050 Statewide Transportation Report

Title 6, Section 201.601 of the *Texas Transportation Code* requires the Texas Department of Transportation (TxDOT) to develop a 24-year, long-range transportation plan that contains transportation goals and measurable targets for each goal. Per the Code, TxDOT must also develop an annual *Statewide Transportation Report* that includes:

1. Analysis regarding the effect of funding allocations made to funding categories and project selection decisions on accomplishing the goals described in the statewide transportation plan [201.808(i)(1)].
2. Information about the progress of each long-term transportation goal that is identified by the statewide transportation plan [201.809(a)(1)].
3. The status of each project identified as a major priority [201.809(a)(2)].
4. A summary of the number of statewide project implementation benchmarks that have been completed [201.809(a)(3)].
5. Information about the accuracy of previous department financial forecasts [201.809(a)(4)].

This *Statewide Transportation Report* is TxDOT's annual evaluation of the agency's progress towards meeting its transportation goals and targets for the statewide transportation system as included in the statewide long-range transportation plan (SLRTP), which is published and adopted every four years. Monitoring and reporting annually on the agency's progress towards meeting the statewide transportation planning goals and statewide transportation system targets are the last steps in the agency's performance-based planning process.

Setting TxDOT's Statewide Transportation Goals

TxDOT's Performance Based Planning (PBP) and programming process begins with the development of a SLRTP, per federal requirements. During the long-range planning process, the state establishes goals, develops performance measures, and establishes targets for the statewide transportation system, which set the direction for future infrastructure investment (Figure 1 on the next page). During each long-range planning cycle, TxDOT's Transportation Planning and Programming Division (TPP) revisits the core strategic elements underpinning TxDOT's Strategic Plan. Updates to the agency's long-term transportation goals, objectives, and measures reflect shifting statewide priorities, national planning trends, and advancement in both data collection and analytical techniques.

Figure 1. Performance-Based Planning and Programming Framework

Connecting Texas 2050[1], adopted in July 2024, is the current SLRTP. In the development of *Connecting Texas 2050*, TPP solicited input from technical experts, stakeholders, and the public to determine what changes should be made to long-range goals, objectives, and performance measures. TPP revised the goals, objectives, and performance measures based on feedback received from the various groups. The final *Connecting Texas 2050* goals are shown in Figure 2 on the next page.

Connecting Texas 2050:

- Defines the agency's transportation goals and objectives and sets performance expectations and measures for the agency's performance goals.
- Establishes the performance-based planning foundation from which the Unified Transportation Program (UTP) is defined and adjusted over time. These performance expectations and measures are used to inform funding levels, or planning targets, for each of the UTP funding categories.
- Identifies investment levels needed to achieve performance targets that inform project selection and a ranking methodology (i.e., multi-objective decision analysis) to identify projects for inclusion in the UTP. This alignment supports the agency's decisions on investment strategies and allows TxDOT to identify and invest in the right projects to maximize improvements to the state's system.

[1] TxDOT. 2024. *Connecting Texas 2050*, accessed 12/30/2024, at https://www.txdot.gov/content/dam/docs/projects/slrtp/connecting-texas-2050-slrtp-508c.pdf

Figure 2. Connecting Texas 2050 Goals

Connecting Texas 2050 incorporates information from plans like TxDOT's Agency Strategic Plan and federally required plans, including the *Strategic Highway Safety Plan* and the *Transportation Asset Management Plan*. *Connecting Texas 2050* also incorporates information from TxDOT's modal plans, such as the *Texas Freight Mobility Plan*, *Texas Port Mission Plan*, *Texas-Mexico Border Transportation Master Plan*, *Texas Airport System Plan*, *Texas Statewide Rail Plan*, *Statewide Multimodal Transit Plan*, and *Statewide Active Transportation Plan*, as well as Metropolitan Transportation Plans (MTPs) developed by partner agencies, to establish TxDOT's multimodal vision and to support the continued development of the state's transportation system.

Establish Statewide Transportation Goals, Performance Measures and Targets

Connecting Texas 2050 sets the long-term transportation priorities for the state. *Connecting Texas 2050* defines three statewide performance goals for the transportation system:

- **Safety**: Plan, build, and maintain a safe and secure transportation system for all users,
- **Preservation**: Maintain and preserve transportation infrastructure and resources to achieve a state of good repair and mitigate asset deterioration, and
- **Mobility**: Address congestion by improving efficiency, resilience, and reliability.

Connecting Texas 2050 also establishes performance measure and targets to achieve these goals. The latest targets set by TxDOT are for 2050 (see Table 1 on the next page). As the foundation of the UTP development process, these goals, performance measures, and targets drive all subsequent funding distribution and project selection in the UTP.

Table 1. Performance Measures and Targets for the Transportation System

Statewide Transportation Goals	Performance Vision	Performance Measures	2050 Target
Safety	Reduce crashes and fatalities through targeted infrastructure improvements, technology applications and education	**Safety:** Fatalities/Yr	0
		Safety: Fatalities Rate ①	0
		Safety: Serious Injuries/Yr	0
		Safety: Serious Injury Rate ②	0
		Safety: Non-motorized Fatalities and Serious Injuries/Yr ③	0
Preservation	Maintain and preserve system/asset conditions through targeted infrastructure rehabilitation, restoration, and replacement	**Preservation:** Pavement Condition Score ④	90%
		Preservation: Statewide Bridge Condition Score ⑤	90%
Mobility	Enhance mobility, connectivity and mitigate congestion through targeted infrastructure and operational improvements	**Congestion:** Urban Congestion Index ⑥	1.15
		Congestion: Rural Reliability Index ⑦	1.12

① **Fatalities Rate** = The ratio of fatalities per 100 million vehicle miles traveled in a year.
② **Serious Injury Rate** = The ratio of serious injuries per 100 million vehicle miles traveled in a year.
③ **Non-Motorized Fatalities and Serious Injuries** = The number of annual fatalities and serious injuries involving pedestrians or pedalcyclists.
④ **Pavement Condition Score** = A combined index of ride quality and pavement surface distress, adjusted for traffic and speed. The data for ride quality and pavement surface distress is combined to provide an overall score ranging from 1 (worst condition) to 100 (best condition) per lane mile. A score of 70 or above indicates the pavement condition is in good or better condition.
⑤ **Statewide Bridge Condition Score** = The current overall physical health of all bridges in the state. This measure takes into account the average of each vehicular bridge's condition rating, weighted by the size of the bridge. This measure can range from 50 to 95, with a higher number indicating a healthier bridge inventory.
⑥ **Urban Congestion Index** = The total time that should be allowed to ensure on-time arrival for an average trip within urban areas (areas with a population greater than 50,000 people).
⑦ **Rural Reliability Index** = The total time that should be allowed to ensure (with 95 percent probability) an on-time arrival. The Rural Reliability Index is calculated in areas with fewer than 50,000 people.

Analysis of Funding

Texas Transportation Code, Section 201.808(i)(1): "Conduct a comprehensive analysis regarding the effect of funding allocations made to funding categories described by Section 201.991(b) and project selection decisions on accomplishing the goals described in the statewide transportation plan under Section 201.601…."

The UTP links *Connecting Texas 2050*'s statewide transportation goals and targets to the transportation projects that will be developed and constructed based on forecasted funding. The UTP is therefore TxDOT's 10-year plan that guides the programming and development of transportation projects across the state to ensure that the right projects are constructed given available funding. As the outlook for state and federal transportation revenue changes, TxDOT's forecasted funding could fluctuate. The total dollar amount available in the UTP is therefore a direct reflection of this financial forecasting.

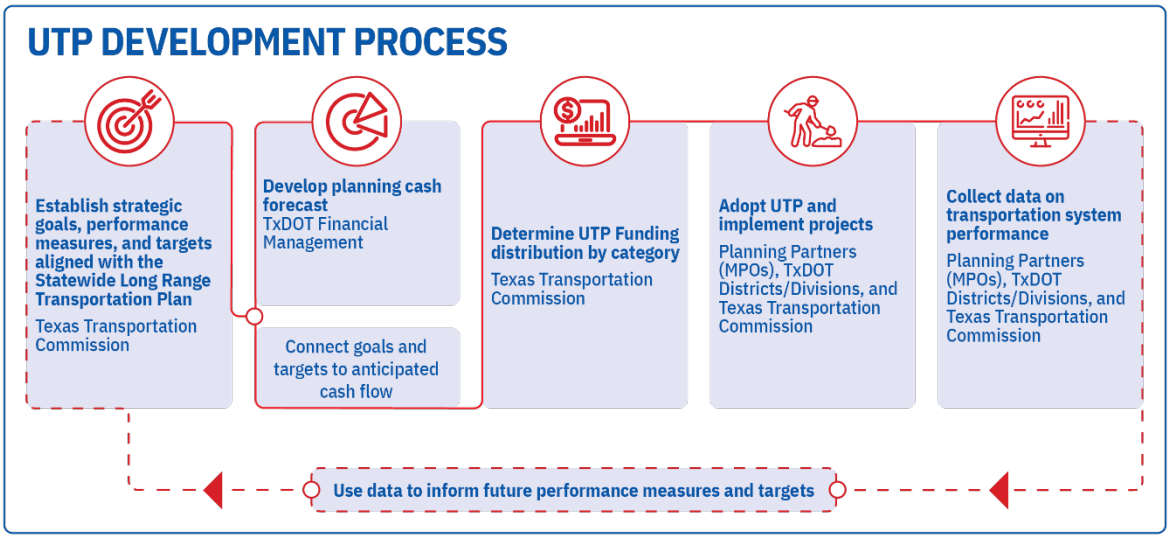
Each year, as hundreds of projects transition from the development pipeline to the construction phase, the UTP authorizes new projects to begin development, based on the latest funding forecast.

Developing the UTP starts with the Texas Transportation Commission (Commission) establishing goals, performance measures, and targets through the adoption of the SLRTP. TxDOT develops the planning cash forecast and connects the goals and targets to the anticipated cash flow. The Commission then distributes the available UTP funding into 12 categories that address specific project types. Individual transportation projects are evaluated and selected using performance-based measures, as TxDOT and planning partners, including Metropolitan Planning Organizations (MPOs), around the state continually gather information on local transportation needs. This approach makes the UTP performance-driven, based on projected improvements to the transportation system. TxDOT matches selected projects with viable funding in the 12 UTP categories. Because each category has defined uses and established funding levels, TxDOT must prioritize selected projects to fit the funding distribution authorized by the Commission. After the UTP is adopted and projects are implemented, TxDOT and planning partners collect and use data on transportation system performance to inform future performance measures and targets (see Figure 3 on the next page). By using this iterative approach, TxDOT can provide overall system-level direction to achieve the performance measures and approved targets; select projects that provide the best value, both statewide and locally; and meet statutory requirements.

Benefits of TxDOT Approach

- **Improved coordination with state MPOs**
- **Visibility in project assessment**
- **Compliance with federal and state requirements related to performance-based planning**
- **Establish TxDOT as a best-in-class transportation agency**

Figure 3. TxDOT's Approach to the Development of the UTP



The next sections describe the development of the financial forecast, the accuracy of the financial forecast, and the allocations to the UTP funding categories.

Develop the Planning Cash Forecast

Each year, TxDOT's Financial Management Division estimates the revenue expected to be available to TxDOT – i.e., the planning cash forecast – for transportation project construction over the next 10 years. The UTP is fiscally constrained by this planning cash forecast, meaning the state can only develop projects it can reasonably expect to implement with anticipated funding levels.

Most of TxDOT's revenue comes from state funds appropriated by the Texas Legislature (primarily, state motor fuel taxes, sales taxes, oil and gas production taxes, and vehicle registration fees) and federal highway funds appropriated by Congress.

In general, the traditional funding sources, such as the state's motor fuel tax, follow a stable trend from year to year. However, some newer funding sources, such as the oil and gas production taxes from Texas Proposition 1, are more susceptible to fluctuations in the economy or the state budget.

TxDOT balances the risk of fiscal volatility and the need to realistically prepare for potential cash flow. The planning forecast incorporates assumptions about less predictable funding sources to allow TxDOT to plan and be prepared if eventual funding levels exceed the planning cash forecast.

What are Proposition 1 and Proposition 7?

Texas voters passed Proposition 1 in November 2014. Proposition 1 was a constitutional amendment to provide for the transfer of certain general revenue to the Economic Stabilization Fund and to the State Highway Fund (SHF). The revenue transferred to the SHF is dedicated to

assist in the completion of transportation construction, maintenance and rehabilitation projects (not to include toll roads).

Texas voters passed Proposition 7 in November 2015. Proposition 7 was a constitutional amendment to provide for the transfer of $2.5 billion of the net revenue from the state sales and use tax that exceeds the first $28 billion of that revenue coming into the state treasury in each state fiscal year, beginning in FY 2018. The provision is set to expire August 31, 2042, unless a future legislature votes to extend it. Additionally, beginning in September 2019, if state motor vehicle sales and rental tax revenue exceeds $5 billion in a fiscal year, 35 percent of the amount above $5 billion is directed to the SHF. This provision is set to expire August 31, 2039, unless a future legislature votes to extend it. The revenue may only be used to construct, maintain, or acquire rights-of-way for public roadways other than toll roads, or repay the principal of and interest on general obligation bonds issued as authorized by the constitution.

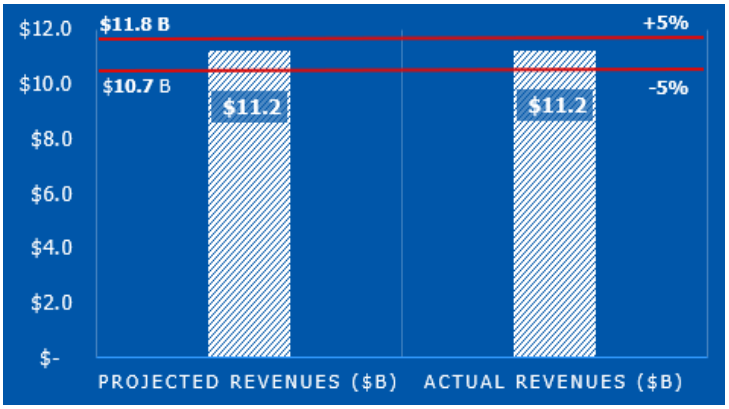
Accuracy of Financial Forecast

Texas Transportation Code, Section 201.809(a)(4): "Information about the accuracy of previous department financial forecasts…."

TxDOT's Revenue Projections Attainment performance measure shows the accuracy of the Cash Forecast in projecting State Highway Fund (SHF) revenue. The performance measure calculates the actual SHF revenue received during the fiscal year (FY) as a percentage of the projected revenue from the beginning FY September Cash Forecast.[2] Alignment between projected and actual revenue assists in the overall planning process to anticipate funding availability for operations, project development, and project letting. The goal is to align the actual fiscal year revenue to within +/− 5 percent of the September Cash Forecast. In FY 2024, TxDOT's revenues are at 0.1 percent and thus within the target range of +/− 5 percent of projected revenues (Figure 4).

Figure 4. Revenue Projections Attainment for FY 2024

Projected Revenues	$11.2 B
Target (+ or -)	5%
Maximum Target (Projected Revenues Plus 5%)	$11.8 B
Minimum Target (Projected Revenues Minus 5%)	$10.7 B
Actual Revenues	$11.2 B



[2] The data comes from the September Cash Forecast, the Comptroller's revenue estimates, the Comptroller's Uniform Statewide Accounting System and the State Internet Reporting System. Federal and local reimbursements are excluded because they are tied to project activity. TxDOT's Financial Management Division quantifies the measure annually and reports it to TxDOT Administration.

Distribute the UTP Funding by Category

The Commission sets broad investment levels for the UTP by distributing anticipated funding across the 12 UTP categories. The UTP categories address different types of projects or ranges of eligible activities.

Guided by the statewide transportation goals, performance measures, and targets set in the SLRTP, the Commission determines the dollar amounts needed in each UTP category to best achieve those targets. Given limited funding as set by the planning cash forecast, the distribution strategy must weigh the competing needs of the three statewide transportation goals.[3]

All 12 UTP funding categories contribute toward the three statewide transportation goals to varying degrees. For example, while Category 1 - Preventive Maintenance and Rehabilitation focuses on roadway preservation, a project funded through Category 1 may also improve aspects of highway safety and mobility. The statewide transportation goals, performance measures, and targets are, therefore, not isolated from one another, and a single project may address several goals simultaneously.

The UTP crosswalk was created to establish a connection between the 12 UTP funding categories, the statewide transportation goals, and the performance measures outlined in the SLRTP. The crosswalk was created by analyzing the link between project types and UTP funding categories, then creating a crosswalk between UTP funding categories and the performance measures to capture levels of investment in each performance area and therefore statewide transportation goal in an effort to meet the set targets (see Table 2 on the next page).

[3] The distribution strategy is focused on meeting TxDOT's goals and targets for the statewide transportation system and not on the delivery of the right projects, fostering stewardship, or focusing on the customer.

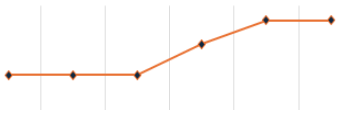
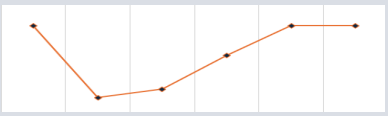
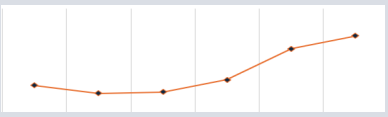
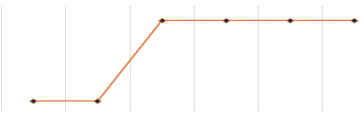
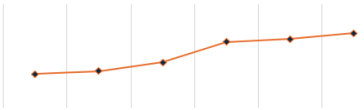
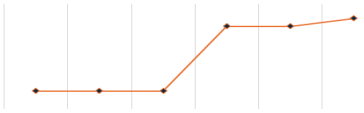
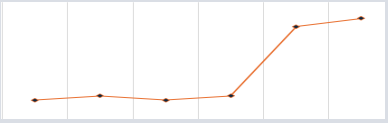
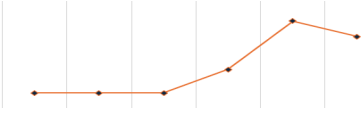
Table 2. Crosswalk of UTP Funding Categories to Statewide Transportation Goals and Performance Measures: What Percentage of Each Funding Category Goes to Each Statewide Transportation Goal and Performance Measure?[4]

Category	Promote Safety	Preserve Our Assets		Optimize System Performance		Total
	Safety – General	Bridge Preservation	Pavement Preservation	Congestion Reduction	Enhance Connectivity	
1	**8%**	**1%**	**81%**	**5%**	**5%**	100%
2	**12%**	**1%**	**12%**	**69%**	**6%**	100%
3	**9%**	**2%**	**7%**	**70%**	**12%**	100%
3 Local Funds	**9%**	**2%**	**7%**	**70%**	**12%**	100%
4 Rural	**12%**	**3%**	**6%**	**0%**	**79%**	100%
4 Urban	**12%**	**2%**	**12%**	**67%**	**7%**	100%
5	**33%**	**0%**	**5%**	**61%**	**1%**	100%
6	**3%**	**94%**	**0%**	**2%**	**1%**	100%
7	**11%**	**4%**	**10%**	**68%**	**7%**	100%
8	**100%**	**0%**	**0%**	**0%**	**0%**	100%
9	**66%**	**1%**	**6%**	**20%**	**7%**	100%
10	**19%**	**5%**	**39%**	**21%**	**16%**	100%
11	**21%**	**2%**	**19%**	**29%**	**29%**	100%
11 Energy Sector	**12%**	**0%**	**67%**	**0%**	**21%**	100%
12 Strategic Priority	**11%**	**2%**	**8%**	**63%**	**16%**	100%
12 Clear Lanes	**10%**	**4%**	**9%**	**68%**	**9%**	100%

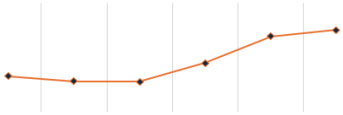
Given funding constraints, it may not be possible to meet all six approved targets within a single UTP based on the respective funding allocation distribution. As a result, the funding distribution strategy may change from year to year to focus on diverse needs or address changing conditions. Ultimately, the Commission weighs the options and selects the funding distribution strategy that will provide a balance of estimated outcomes. Table 3 on the next page shows the final investment amounts per funding category for the 2025 UTP and how the distribution of funds by UTP category has changed over time to reflect changing agency priorities.

[4] Based on the average historical (2002-2020) mix of project classifications within each funding category given a crosswalk of project classifications and percent spending towards achieving different targets. This table uses the project classification programming in TxDOTCONNECT for 2022-2031.

Table 3. Distribution of UTP Funding by Category, FY 2020-2025 ($ billion)

Funding Category	2020 UTP	2021 UTP	2022 UTP	2023 UTP	2024 UTP	2025 UTP[5]	Six-Year Trend
1 – Preventative Maintenance and Rehabilitation	13.9	13.9	13.9	16.6	18.7	18.7	
2 – Metropolitan and Urban Area Corridor Projects	11.5	9.8	10.0	10.8	11.5	11.5	
3 – Non-Traditionally Funded Transportation Projects	6.1	6.1	5.8	4.9	5.0	6.6	
4 – Statewide Connectivity Corridor Projects	11.2	9.8	10.0	12.2	17.8	20.1	
5 – Congestion Mitigation and Air Quality Improvement	2.2	2.2	2.3	2.3	2.3	2.3	
6 – Structures Replacement and Rehabilitation (Bridges)	3.6	3.6	3.6	4.2	4.7	4.7	
7 – Metropolitan Mobility Rehabilitation	4.6	4.7	5.0	5.7	5.8	6.0	
8 – Safety Projects	4.0	3.7	3.4	3.7	3.7	3.7	
9 – Transportation Alternatives	0.9	0.9	0.9	1.7	1.7	1.8	
10 – Supplemental Transportation Projects	0.6	0.7	0.6	0.7	2.4	2.6	
11 – District Discretionary	3.2	3.2	3.2	4.4	6.9	6.1	

[5] TxDOT. 2024. 2025 Unified Transportation Program (UTP), page 131, accessed 12/30/2024, at https://ftp.txdot.gov/pub/txdot/get-involved/tpp/utp/08262024-2025utp.pdf.

Funding Category	2020 UTP	2021 UTP	2022 UTP	2023 UTP	2024 UTP	2025 UTP[5]	Six-Year Trend
12 – Strategic Priority	15.7	16.0	15.6	17.7	20.0	20.0	
Total*	**77.5**	**74.7**	**74.4**	**85.1**	**100.6**	**104.2**	

* TxDOT updates the UTP annually to reflect the latest planning cash forecast for the next 10-year period. TxDOT's forecasted funding may go up or down as the outlook for revenue changes. In turn, the total dollar amount available in the UTP is a direct reflection of this annual financial forecasting. Totals may not sum due to rounding.

The 2025 UTP identified planning investments totaling a new record of approximately $104.2 billion in infrastructure improvements over the next 10 years, positioning Texas to fully apply anticipated increases to the state's Proposition 1 and 7 funds in addition to federal funding from the current federal transportation authorization bill, the Infrastructure Investment and Jobs Act. For the 2025 UTP, the Commission selected a distribution strategy that met legislative and federal requirements, maintained previous UTP investment levels to address safety and preservation, and distributed the remaining forecast dollars to address mobility needs.

Release the UTP Planning Targets

Based on the proposed UTP funding distribution strategy, TPP provides each TxDOT district and MPO in the state with localized planning targets that identify the dollar amounts by category that each district and MPO can attach to planned projects. To attain regional equity, the UTP allocates some category funding around the state by formula, based on factors such as regional population and vehicle miles traveled. The UTP also distributes funding in other categories on a project-specific basis, rather than geographically.

TxDOT Project Prioritization and Investments

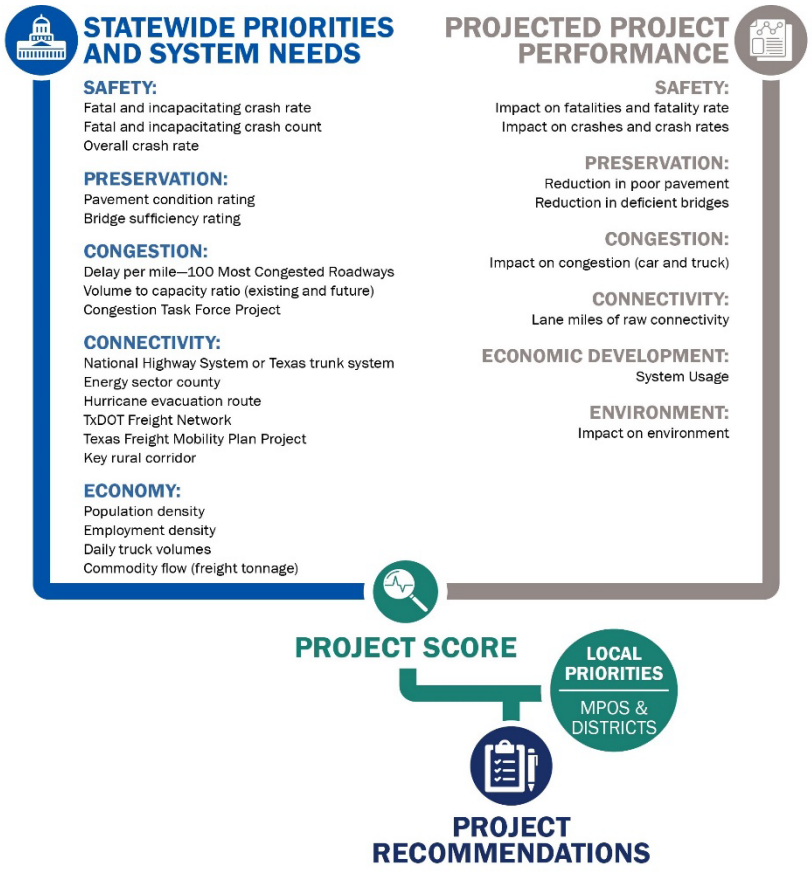
As stated earlier, individual transportation projects are selected and prioritized from the bottom up using performance-based measures, as TxDOT and planning partners around the state continually gather information on local transportation needs and priorities. This section discusses how TxDOT and planning partners prioritize and select projects in support of the statewide transportation goals, performance measures, and targets.

Prioritize and Select Transportation Projects Locally

The diverse geographic regions of Texas have different transportation needs. While some areas focus on relieving urban congestion, others need to address rural highway capacity or the impacts of energy industry traffic. Accordingly, TxDOT districts and MPOs customize their evaluation criteria for identifying the most important transportation projects to address identified needs in their respective regions. All evaluation criteria must, however, align with Title 43 of the Texas Administrative Code, which provides project selection criteria, including the potential to meet TxDOT's statewide transportation goals, assist TxDOT in attainment of performance measures, and adherence to TxDOT design standards and applicable federal and state laws and regulations.[6]

TxDOT provides its districts and partnering MPOs with a software application to rank candidate projects against each other based on measures of safety, pavement and bridge preservation, congestion mitigation, connectivity, economic development, and environmental impact (see Figure 5). TxDOT uses this data-driven approach to identify the best projects based on the expected return on investment. Final project selection thus considers each candidate project's benefits to the Texas highway system using the data-driven criteria, as well as other factors such as project costs, scheduling concerns, and public input.

Figure 5. TxDOT's Project Scoring Methodology



[6] 43 Tex. Admin. Code § 16.105.

Match Priority Projects to Allocated UTP Funding

Once a project is selected, TxDOT refines the construction cost estimate and identifies potential funding. The process of matching selected transportation projects to available funds is known as programming. Adhering to the UTP planning targets, TxDOT districts collaborate with the MPOs to assign funding from each applicable UTP category to the priority projects in their regions. A project may be programmed with dollars from multiple UTP funding categories if the project type is eligible. However, the UTP planning targets limit the dollar amount that each district or MPO can program from certain UTP categories. Table 4 lists the most common project types funded through each funding category in the 2025 UTP and links each project type to the statewide transportation goals that the project type addresses.

Table 4. Connecting 2025 UTP Funding Categories to Statewide Transportation Goals

Funding Category	Project Type	% of Programmed Funds	Statewide Transportation Goals*		
			Safety	Preservation	Mobility
1: Preventative Maintenance and Rehabilitation	Road surface treatment	39%		1	2
	Road rehabilitation and restoration	34%		1	2
	Widening (freeway or non-freeway)	9%	2	2	1
	Traffic management technology and signals	4%	1		2
	Rural passing lanes (Super 2)	4%	2		1
	All other project types	10%			
2: Metropolitan and Urban Area Corridor Projects	Widening (freeway or non-freeway)	67%	2	2	1
	Freeway interchanges	12%	2		1
	Roadway operational improvements	7%	2		1
	New location highway	5%			1
	All other project types	9%			
4: Statewide Connectivity Corridor Projects	Widening (freeway or non-freeway)	58%	2	2	1
	New location highway	10%			1
	Convert non-freeway to freeway	8%			1
	Roadway operational improvements	8%	2		1
	Freeway interchanges	7%	2		1
	Rural passing lanes (Super 2)	4%	2		1
	All other project types	4%			

Funding Category	Project Type	% of Programmed Funds	Statewide Transportation Goals*		
			Safety	Preservation	Mobility
5: Congestion Mitigation and Air Quality Improvement	Roadway operational improvements	34%	2		1
	Public transit, commute alternatives	17%			1
	Bike and pedestrian infrastructure	16%	1		2
	Freeway interchanges	16%	2		1
	Traffic management technology and signals	6%	1		2
	All other project types	12%			
6: Structures Replacement and Rehabilitation (Bridge)	Bridge replacement	86%	2	1	
	Bridge maintenance	7%		1	
	Bridge widening or rehabilitation	3%	2	1	2
	All other project types	3%			
7: Metropolitan Mobility and Rehabilitation	Widening (freeway or non-freeway)	47%	2	2	1
	New location highway	12%			1
	Road rehabilitation and restoration	9%		1	2
	Roadway operational improvements	7%	2		1
	Transit, roadside assistance, etc.	8%	2		1
	All other project types	17%			
8: Safety	Safety improvement projects:	100%			
	Medians and safety barriers		1		
	Intersections and rail crossings		1		2
	Turn lanes, passing lanes, shoulders		1	2	2
	Traffic signals, lighting, signs		1		2
	Rumble strips		1		
9: Transportation Alternatives and Set-Aside Program	Bike and pedestrian infrastructure	84%	1		2
	Safety rest areas	13%	1		
	All other project types	3%			

Funding Category	Project Type	% of Programmed Funds	Statewide Transportation Goals*		
			Safety	Preservation	Mobility
10: Supplemental Transportation Programs	Ferry facilities	18%		2	1
	Bike and pedestrian infrastructure	21%	1		2
	Truck parking, illumination, curb ramps, etc.	17%	1		
	Bridge replacement	13%	2	1	
	Culverts and storm drainage work	8%	2	1	
	Road rehabilitation and restoration	5%		1	2
	State Park roads and parking lots	4%		1	
	All other project types	13%			
11: District Discretionary	Road rehabilitation and restoration	27%		1	2
	Rural passing lanes (Super 2)	20%	2		1
	Safety improvement projects	11%	1		
	Road surface treatment	11%		1	
	Widening (freeway or non-freeway)	9%	2	2	1
	New location highway	4%			1
	Roadway operational improvements	4%	2		1
	All other project types	14%			
12: Strategic Priority	Widening (freeway or non-freeway)	69%	2	2	1
	New location highway	11%			1
	Freeway interchanges	5%	2		1
	Convert non-freeway to freeway	5%			1
	All other project types	10%			

* Note: 1 = Primary goal addressed; 2 = Secondary goal addressed

TxDOT staff in each district enter project details into an agency-wide information system.[7] TxDOT TPP compiles this data centrally to assess the state's overall portfolio of projects and to evaluate projects proposed by districts and MPOs for statewide UTP funding categories. The Commission must authorize all proposed programming of funds from Categories 2, 4, and 12, as required by the Texas Administrative Code. This authorization occurs through the annual UTP adoption.

[7] At this point, projects are also assigned a preliminary construction date within the UTP's 10-year time frame.

Selecting Projects for Statewide Funding

Projects funded through certain statewide categories are selected by TxDOT divisions with corresponding specializations. For example, TxDOT's Bridge Division selects projects funded by Category 6 based on bridge condition measures. For statewide mobility categories in which the Commission selects projects (Categories 2, 4, and 12), TxDOT's TPP Division ranks candidate projects submitted by TxDOT districts to determine which projects best accomplish the state's transportation goals, performance measures, and targets, as well as address various logistical and strategic considerations. The Commission uses this information to inform its final selection decisions.

Production and Adoption of the UTP Document

TxDOT's TPP Division produces the draft UTP document and engages the public to help ensure that the UTP reflects the values and views of all Texas residents. Per the Texas Administrative Code, the Commission must adopt the UTP no later than August 31 each year. For additional information about the production and adoption of the UTP document, please see TxDOT's UTP website.

Managing the UTP Portfolio

Texas Transportation Code, Section 201.809(a)(3): "[A] summary of the number of statewide project implementation benchmarks that have been completed…."

TxDOT has implemented the Quarterly Review Process (QRP) to ensure that available resources are aligned for the successful delivery of projects included in the UTP portfolio and to ensure reliable lettings for TxDOT's customers, elected officials, and the transportation industry. The QRP does this by providing a structure for monitoring:

a) the progress of individual projects included in the UTP throughout the project development and delivery process; and
b) the implementation of each TxDOT district's project portfolio.

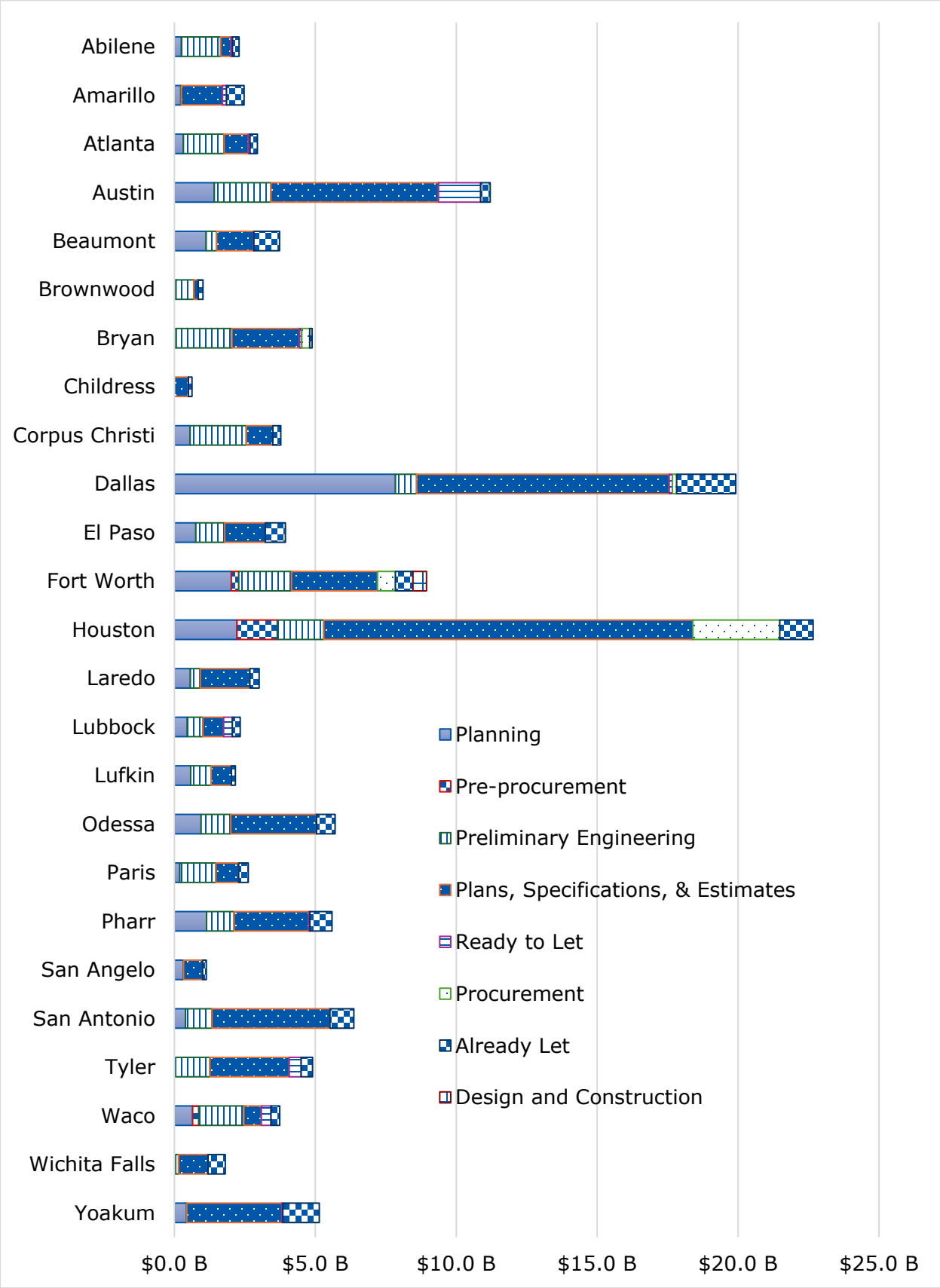
Each quarter, each TxDOT district conducts a portfolio review meeting, which includes planning partners such as MPOs, to discuss project development and monitor progress toward the completion of key project milestones. Those high-level milestones, or benchmarks, help track the health and progress of a project through the project development process, from initial planning to letting (i.e., bidding).[8] At the close of each quarter, TxDOT Administration and division leadership conduct a Quarterly Review Meeting to evaluate the statewide portfolio, review key performance measures focused on delivering the right projects, and resolve outstanding items. These key performance measures allow for high level discussions about the department's ability and effectiveness at delivering its planned projects. Following the Quarterly Review Meeting, TxDOT Administration and division leadership conduct a Portfolio Alignment Meeting to provide the districts with the feedback from

[8] For more information on TxDOT's project development process, please see the Flow Chart at https://onlinemanuals.txdot.gov/txdotmanuals/pdp/FlowChart.pdf.

Administration, evaluate the statewide portfolio, review key performance measures focused on delivering the right projects, and allow for an exchange of portfolio developing information.

Project stage of development per TxDOT district, as shown in Figure 6 on the next page, provides an overview of the development status for each TxDOT district's portfolio of projects. This view allows TxDOT to review the district's portfolio by both project stage and the total funding associated with projects in that stage across the 10-year UTP. The project stage of development indicates a project's readiness and progress towards letting. Project stages are indicative of the advancement or completion of certain benchmarks such as environmental clearance or design. Once all benchmarks have been completed, a project is given a project stage of "Ready to Let", indicating that the project can advance to letting.

Figure 6. Project Stage of Development per TxDOT District by 2025 UTP Portfolio



Status of Major Projects

Texas Transportation Code, Section 201.809(a)(2): "[T]he status of each project identified as a major priority…."

On January 27, 2022, the Texas Transportation Commission adopted amendments to the Texas Administrative Code that modify the criteria for designating a "major project" to align with federal criteria specified in Title 23, Section 106(h) of the U.S. Code. The amendments also clarified that the list of major projects will only be updated annually if new major projects are designated and provided flexibility on the level of design required for design-build major projects.[9]

Major projects are defined in federal law[10] as projects receiving federal financial assistance with an estimated total cost of $500 million or more and other projects identified by the Secretary. At this time, all UTP-designated major projects are open to traffic and no additional major projects are planned. For the 2025 UTP, TxDOT did not designate any new major transportation projects. TxDOT will incorporate any new designated major projects into future UTPs.

[9] Texas Transportation Commission. 2022. Commission Meeting. January 27, accessed 12/30/2024, at https://ftp.txdot.gov/pub/txdot/commission/2022/0127/agenda.pdf.
[10] 23 United States Code (U.S.C.) Section 106(h).

Progress Towards Statewide Transportation Goals

Texas Transportation Code, Section 201.809(a)(1): "Information about the progress of each long-term transportation goal that is identified by the statewide transportation plan…."

TxDOT's *Connecting Texas 2050* goals represent system-wide desired outcomes that are further defined through associated objectives (i.e., strategies that TxDOT can implement to achieve the goals). Progress towards achieving the *Connecting Texas 2050* performance goals is monitored through quantifiable performance measures. This section lists the *Connecting Texas 2050* goals, the associated objectives, and the performance measures to illustrate the agency's progress on meeting its targets for safety, preservation, and mobility. For the agency's progress towards meeting the Strategic Plan goals of deliver the right projects, foster stewardship, and focus on the customer, see TxDOT's Performance Dashboard.

Safety

Objectives

- Reduce the frequency of crashes and associated impacts for all modes.
- Eliminate fatalities and reduce serious injuries on the roadway system.
- Improve safety for all users of the transportation system, including vulnerable road users.
- Strengthen the security of physical and digital transportation assets.
- Improve incident identification and response.

Safety has always been a top priority at TxDOT. TxDOT is committed to reducing crashes and fatalities through focusing on engineering, education and supporting enforcement. Safety measures identified in *Connecting Texas 2050* include statewide annual fatalities and statewide annual serious injuries.

TxDOT's safety performance measures, particularly for fatalities, correlate with vehicle miles traveled (VMT), which is growing annually across Texas. Higher VMT results in more exposure to the roadway and therefore more opportunities for crashes to occur.

To promote safety, TxDOT monitors annual fatalities per 100 million VMT (Figure 7 on the next page) and annual serious injuries per 100 million VMT (Figure 8 on the next page). Appendix A provides the fatality and serious injury rates by TxDOT district in 2023. TxDOT's *Texas Strategic Highway Safety*

Plan: 2022-2027[11] and *Highway Safety Plan*[12] include the fatality and serious injury rates but add the federally mandated national safety performance measure of annual non-motorized[13] fatalities and serious injuries (Figure 9).

In the 2023 UTP, the Commission created a new allocation in district discretionary funds (Category 11) for standalone safety projects. This funding has increased to $1.2 billion in the 2025 UTP. This district safety funding is allocated through the Category 11 safety formula that considers on-system VMT, lane miles and severe crashes. Although it is too early to measure the effectiveness of the initiative, TxDOT will continue to track the funded projects and measure and report on the effectiveness of the initiative in reducing the number of deaths on Texas roadways. For additional information about TxDOT's safety initiatives, see #EndTheStreakTX.

Figure 7. Annual Fatalities / 100 Million Vehicle Miles Traveled by Calendar Year

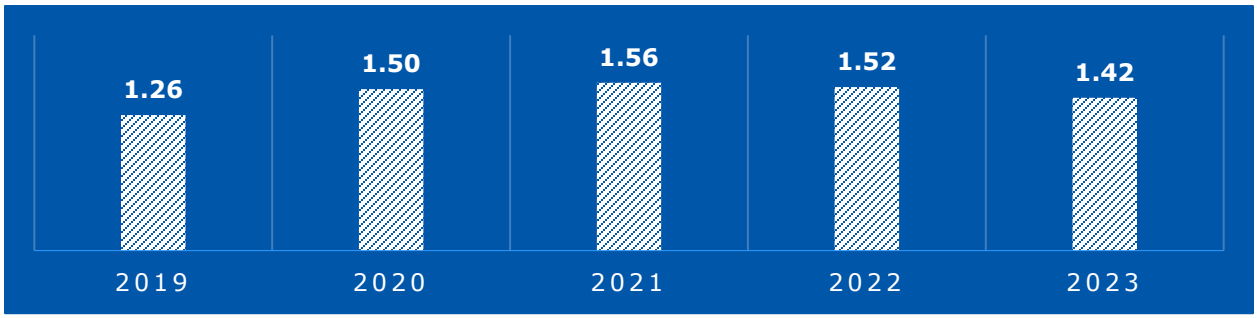


Figure 8. Annual Serious Injuries/100 Million Vehicle Miles Traveled by Calendar Year

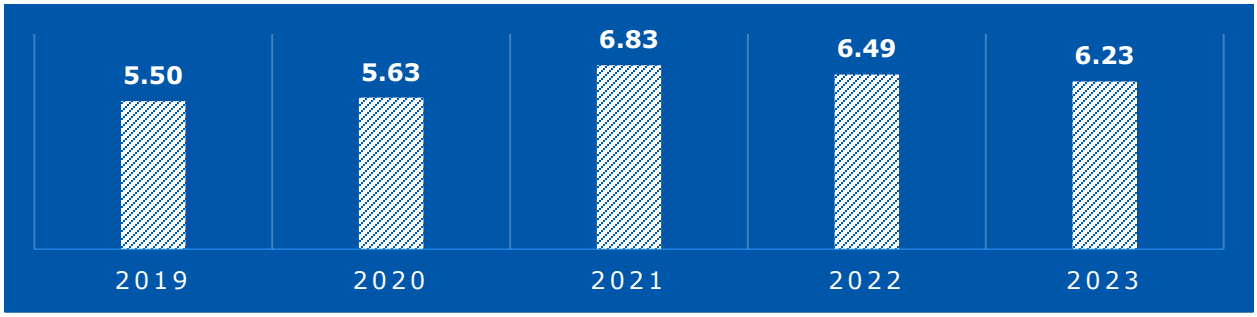
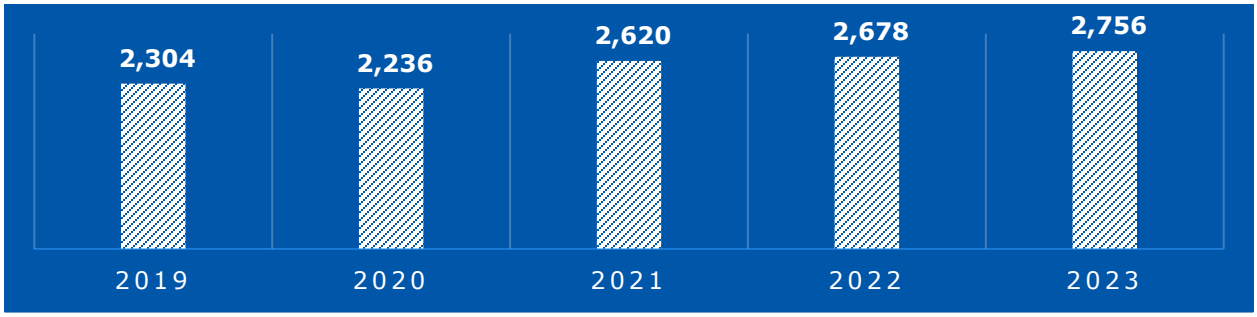


Figure 9. Annual Non—Motorized Fatalities and Serious Injuries by Calendar Year



The safety performance measures for 2023 are the latest available.

[11] TxDOT. 2022. Texas Strategic Highway Safety Plan: 2022-2027, accessed 12/30/2024, at https://ftp.txdot.gov/pub/txdot-info/library/pubs/gov/shsp.pdf.
[12] TxDOT. 2024. Texas Triennial Highway Safety Plan Fiscal Years 2024-2026, accessed 12/30/2024, at https://www.nhtsa.gov/sites/nhtsa.gov/files/2024-01/TX_FY24-26_HSP-tag.pdf.
[13] Non-motorized crashes are defined as crashes that involve pedestrians or pedal cyclists.

Preservation

Objectives

- Preserve the integrity and longevity of pavement and bridges to maintain a state of good repair.
- Invest in multimodal assets preservation, maintenance, and replacement.
- Optimize transportation system management and operations (TSMO).
- Maintain transportation assets in the most cost-effective manner.
- Enhance resiliency to natural and humanmade risks, both physical and digital.

Proactively keeping Texas roads, bridges, other infrastructure and technology in good repair protects the agency's investments, lowers risks and costs associated with assets in poor condition, and ensures that the agency's assets are in good condition. TxDOT is committed to delivering preventive maintenance that ensures the overall efficiency and condition of the transportation system.

Bridges

TxDOT's Bridge Division is responsible for reporting the bridge network performance – i.e., bridge condition – to five key stakeholders: TxDOT's Administration, the Commission, TxDOT districts, Federal Highway Administration (FHWA), and the public. The Bridge Division calculates the Bridge Condition Score to capture the overall network health of TxDOT's bridges.

The Bridge Condition Score indicates the current overall physical health of all bridges in the state and is an aggregate health index based on the condition ratings and size of every bridge in Texas. For span-type structures, there are three components that receive condition ratings: deck, superstructure, and substructure. Bridge-class culverts receive a single condition rating. For both span-type bridges and bridge-class culverts, the lowest-rated component determines the individual bridge's condition score. The "letter grade" and numeric score groups are as follows:

- Grade A: structures with a minimum rating of 7, 8, or 9 have a numeric score of 95
- Grade B: structures with a minimum rating of 6 have a numeric score of 85
- Grade C: structures with a minimum rating of 5 have a numeric score of 75
- Grade D: structures with a minimum rating of 3 or 4 have a numeric score of 65
- Grade F: structures with a minimum rating of 2 or less have a numeric score of 50

This measure is calculated as the average of each bridge's numeric score, weighted by each bridge's deck area. This measure can range from 50 to 95, with a higher Bridge Condition Score indicating a healthier bridge inventory. The Bridge Condition Score has been used to forecast network performance and explore funding levels in the development of the UTP.

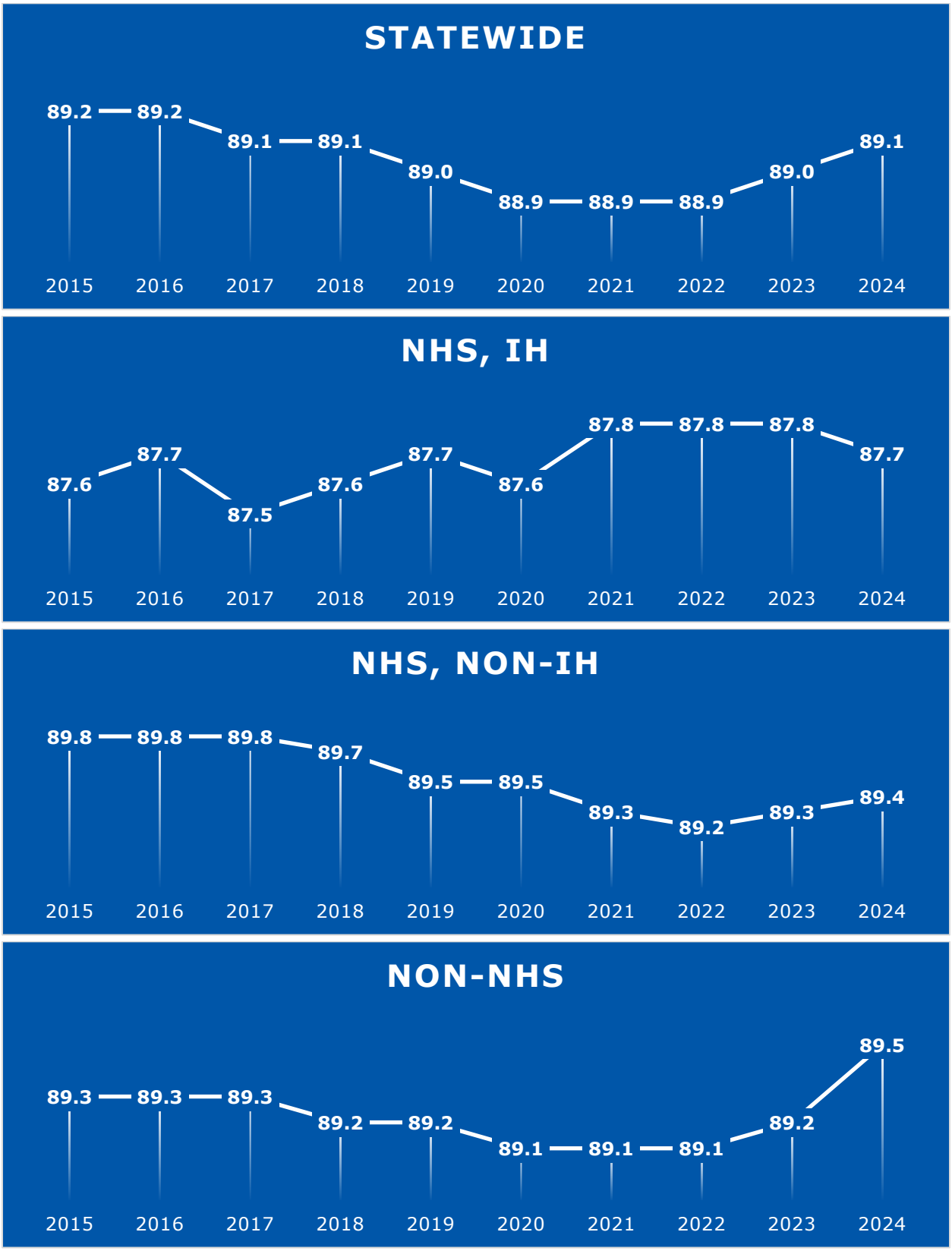
Figure 10[14] on the next page shows the condition of all bridges on the TxDOT system, the condition of interstate highway bridges on the National Highway System (NHS), the condition of non-interstate NHS bridges, and the condition of non-NHS bridges. Traditionally, TxDOT has not explicitly considered NHS designation when programming bridge preservation activities. Appendix B contains Texas' bridge condition scores, the percentage of Texas' bridges in good condition, and the percentage of Texas' bridges in poor condition by TxDOT district as of 2024.

The NHS consists of roadways important to the nation's economy, defense and mobility. The NHS was developed by the U.S. DOT in cooperation with states, local officials and MPOs.

Recent UTP funding has enabled TxDOT to mitigate risks associated with high priority structures while applying timely, preventive maintenance treatments to a strategic subset of Texas bridges and culverts to extend infrastructure service life at the lowest practical cost. TxDOT will, however, need to remain vigilant, because 50 percent of the state's on-system structures were constructed before 1981 and a wave of preservation needs is expected as these bridges reach the end of their design lives, which is typically 50-75 years.[15]

[14] TxDOT. Strategic Goal: Preserve our Assets, accessed 12/30/2024, at https://www.txdot.gov/data-maps/performance-dashboard/preserve-our-assets.html.
[15] TxDOT. 2020. Report on Texas Bridges, page 6, accessed 12/30/2024, at https://ftp.dot.state.tx.us/pub/txdot-info/library/reports/gov/bridge/fy20.pdf.

Figure 10. Texas' Bridge Condition Score (Higher Number Indicates Healthier Bridge Inventory)



NHS = National Highway System; IH = Interstate Highway

Bridge Condition Score as of March of each year shown.

Pavement

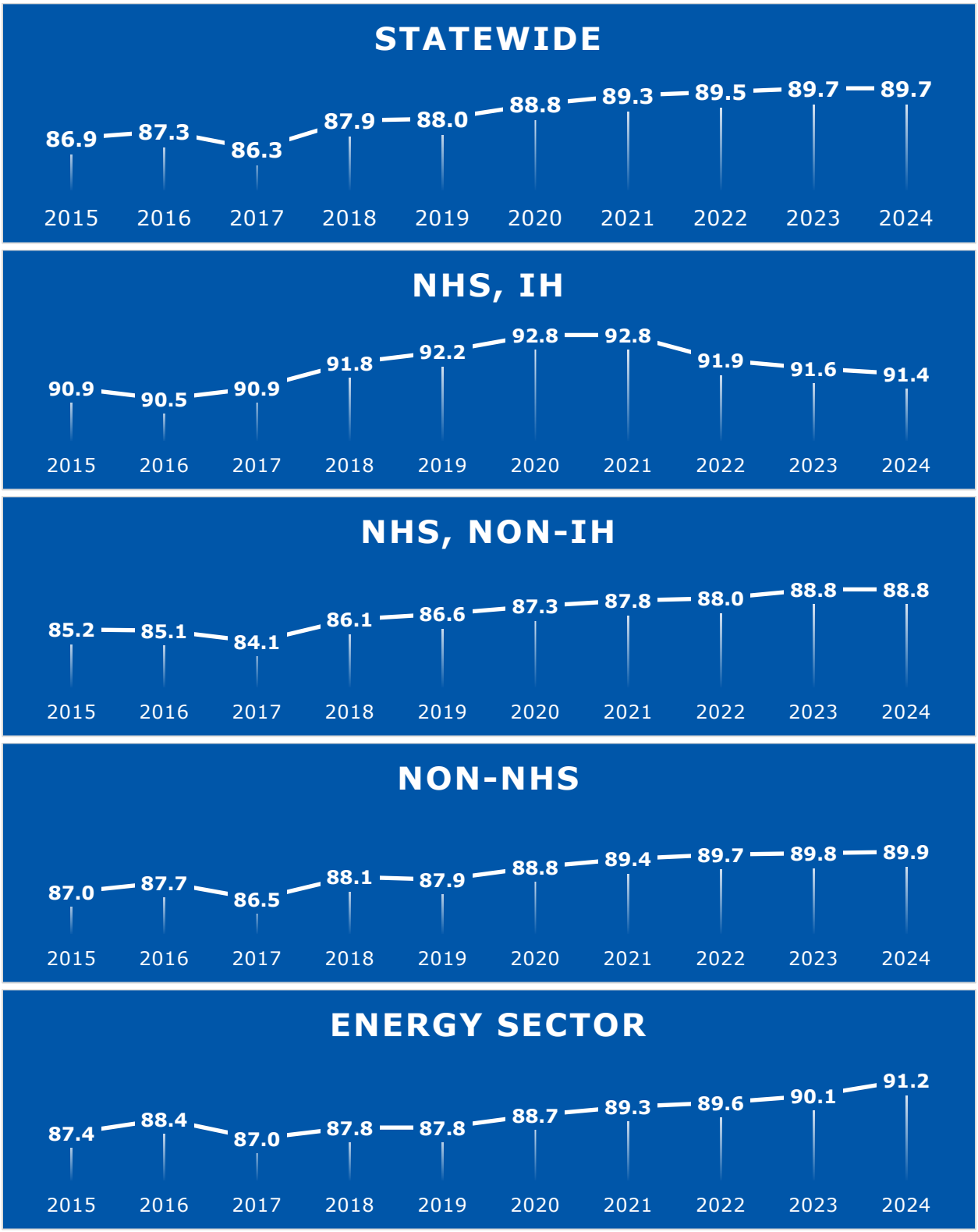
TxDOT owns, maintains, and operates some 201,225 lane miles of roads.[16] Ensuring a smooth ride for Texas' transportation system users and sufficient structural pavement integrity for freight traffic on such a vast network is a continual and growing challenge as new highway capacity is added.

The pavement preservation performance measure identified in TxDOT's *Connecting Texas 2050* is the overall pavement condition score, which is a combined index of ride quality and pavement surface distress, adjusted for traffic and speed. The data for ride quality and pavement surface distress is combined to provide an overall score ranging from 1 (worst condition) to 100 (best condition) per lane mile. A score of 70 or above indicates the pavement is in good or better condition.

TxDOT has been able to keep 89.4 percent of all NHS and 89.9 percent of all non-NHS state system roads in good or better condition. Pavement lane-miles rated good or better increased by 3.2 percent statewide and by 4.3 percent on energy sector routes between 2015 and 2024 (see Figure 11 on the next page).[17] Appendix C contains the percent of lane miles in good or better condition and the percent of lane miles in poor or worse condition by TxDOT district.

[16] TxDOT. 2022. 2022 Transportation Asset Management Plan, page 1, accessed 12/30/2024, at https://ftp.dot.state.tx.us/pub/txdot-info/brg/transportation-asset-management-plan-2022.pdf.
[17] TxDOT. Strategic Goal: Preserve our Assets, accessed 12/30/2024, at https://www.txdot.gov/data-maps/performance-dashboard/preserve-our-assets.html.

Figure 11. Percentage of Texas' Lane Miles in Good or Better Condition



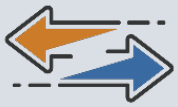
NHS = National Highway System; IH = Interstate Highway

Bridge Condition Score as of March of each year shown.

Mobility

Objectives

- Mitigate congestion and enable reliable travel times.
- Ensure the efficient movement of goods and support a resilient supply chain.
- Increase system redundancy.
- Improve cross-border travel time reliability.



Texans rely on the statewide transportation system to get to school, to work, to obtain necessities or medical care, and for social reasons. Texas' growing population will increase demand for transportation into the foreseeable future, making it essential to address congestion and travel time reliability. Measurable congestion relief on a statewide scale requires considerable time to achieve, but TxDOT is committed to developing and operating an integrated transportation system that provides reliable and accessible mobility and enables economic growth.

TxDOT's Performance Dashboard[18] tracks several system performance measures (see Figure 12 and Figure 13), including:

- urban congestion (ratio of average travel time to free-flow travel time),
- urban travel time reliability (ratio of 95th percentile travel time to free-flow travel time),
- rural travel time reliability (for areas with populations of less than 50,000),
- truck travel time reliability (for commercial trucks only) and
- average annual delay per person.

Appendix D contains the previously listed system performance measures for each TxDOT district in 2023. Statewide mobility data (see Figure 12 on the next page)[19] show that urban congestion, urban reliability, rural reliability, and truck reliability improved in 2023 compared to 2022. Similarly, average annual delay per person for all vehicles statewide (see Figure 13 on the next page) decreased in 2023 compared to 2022. As population growth and urbanization trends within the Texas Triangle continue upward, system performance will face continued pressure. TxDOT is evaluating ways to use data, applications, and technology to help people and goods move more quickly, inexpensively, and efficiently. These approaches will help TxDOT make improvements in urban areas given the high costs associated with limited right-of-way (ROW) and the technical challenges of adding capacity in confined spaces.

[18] TxDOT. Strategic Goal: Optimize System Performance, accessed 12/30/2024, at https://www.txdot.gov/data-maps/performance-dashboard/optimize-system-performance.html.
[19] The optimal index value is 1.0, which represents traffic flowing at the posted speed limit. Higher values denote worsening traffic, while lower values denote improving conditions. Analysis is calendar year-based.

Figure 12. Reliability Measures (Lower Numbers Indicate Less Congestion and Improved Reliability)

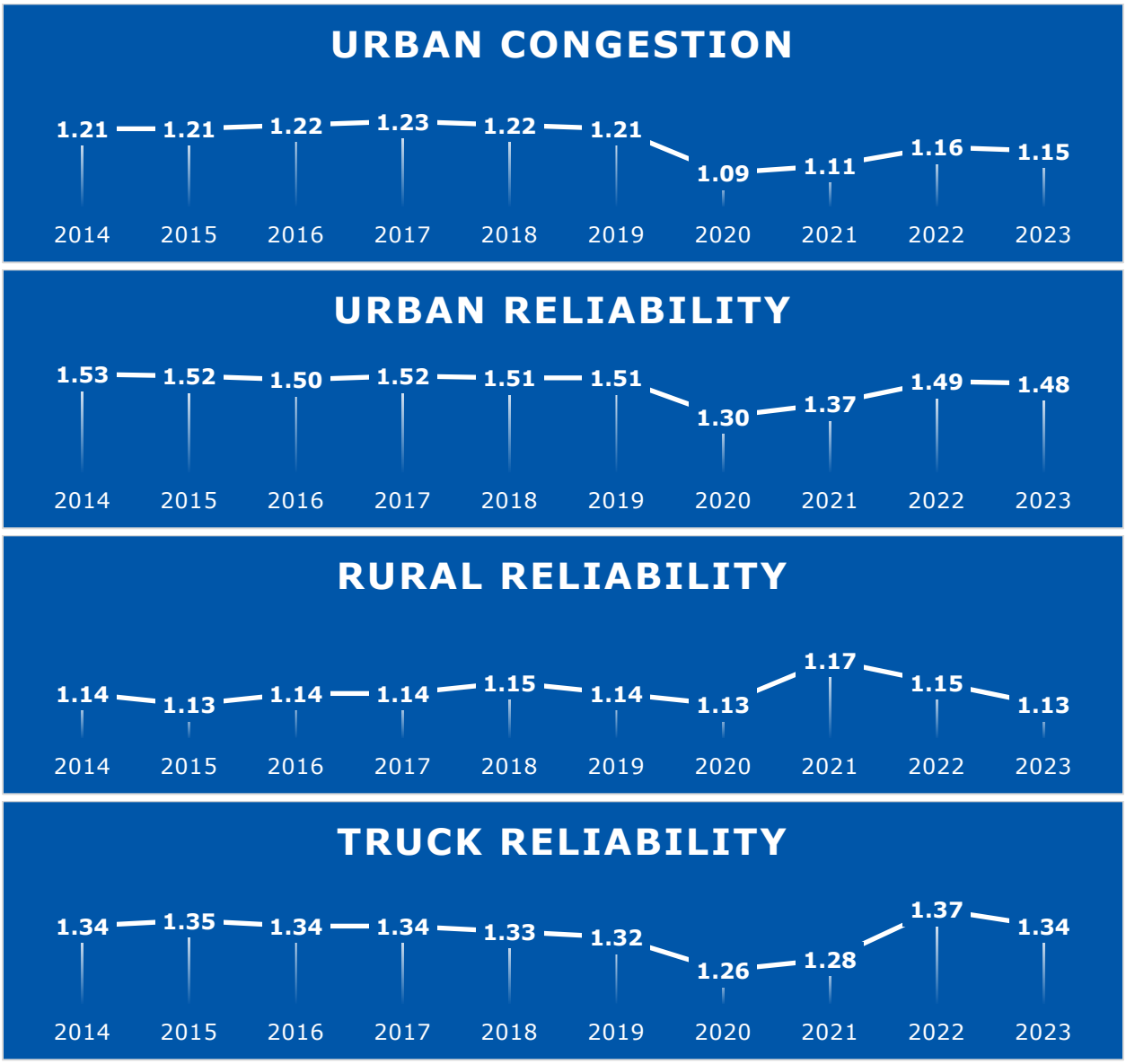
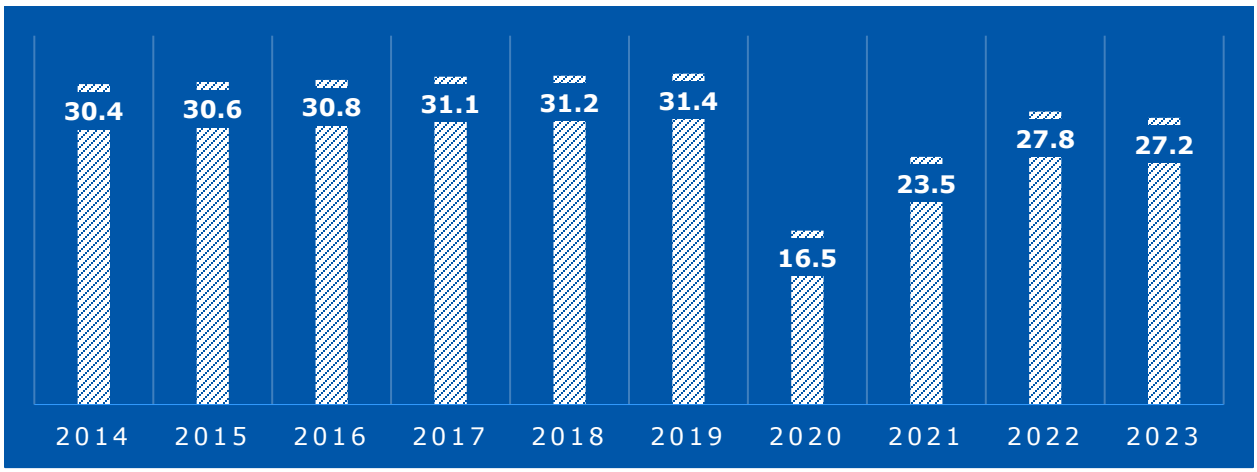


Figure 13. Annual Average Delay (Hours) Per Person (All Vehicles - Statewide)



Statewide Planning Branch

Transportation Planning and Programming Division

Texas Department of Transportation

Appendix A: TxDOT's Safety Performance by District

This appendix provides the fatality (see Figure A1) and serious injury rates (see Figure A2) by TxDOT district in 2023.

Figure A1. Fatality Rates by TxDOT District in 2023

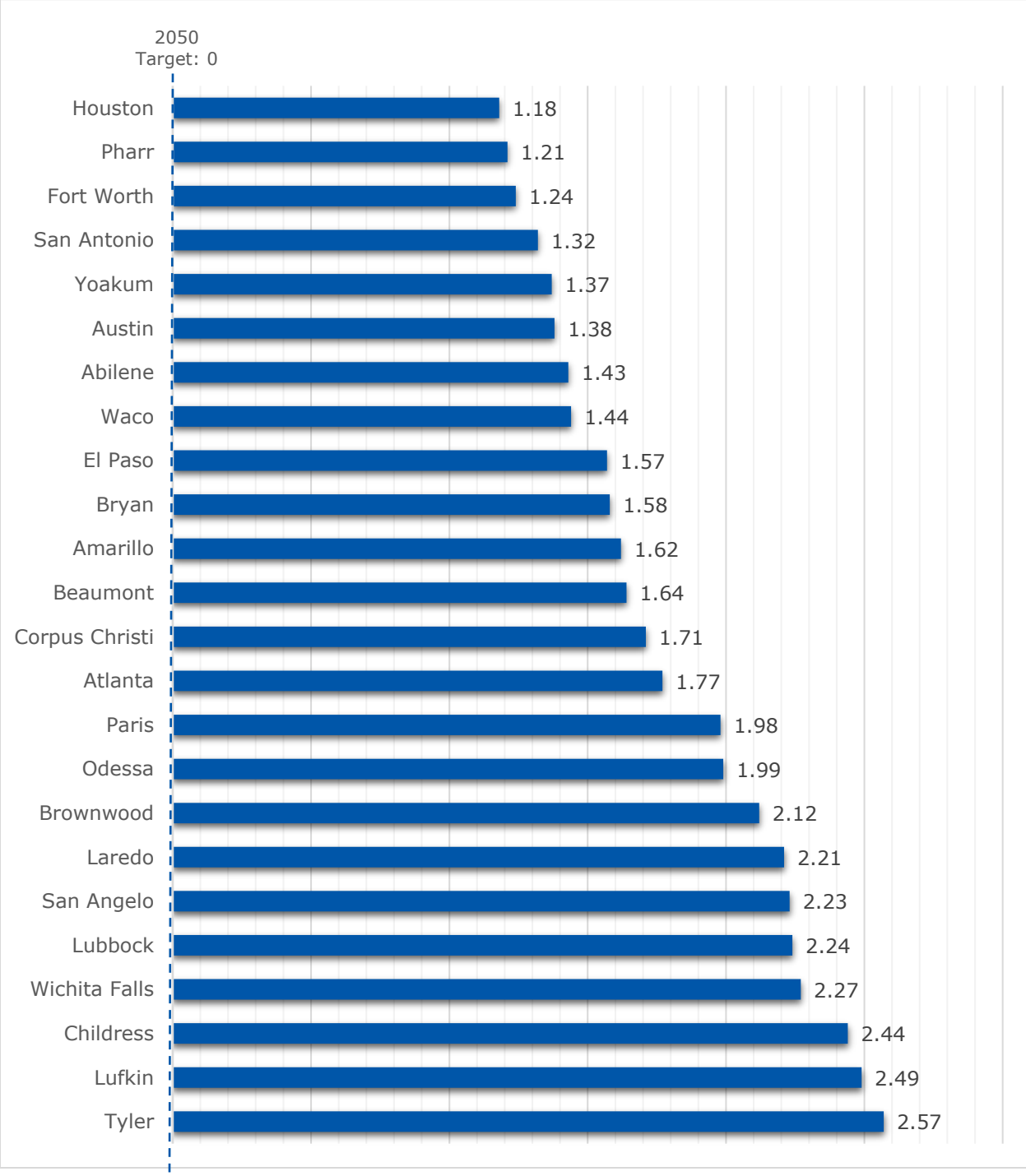
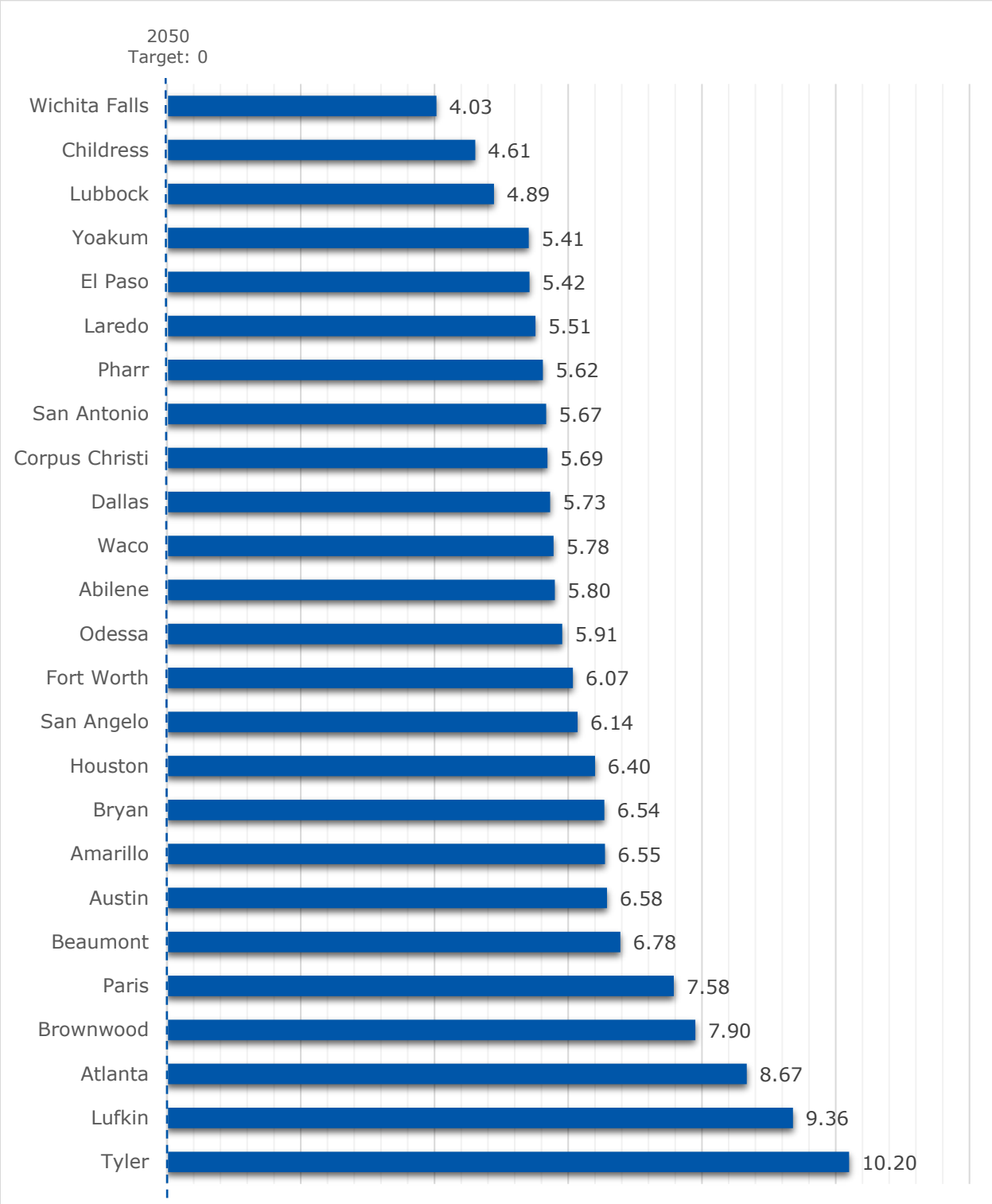


Figure A2. Serious Injury Rates by TxDOT District in 2023



Appendix B: Texas Bridge Condition by District

This appendix contains Texas' bridge condition scores (see Figure B1), the percentage of Texas' bridges in good condition (see Figure B2) and the percentage of Texas' bridges in poor condition (see Figure B3) by TxDOT district as of FY 2024.

Figure B1. Bridge Condition Score by TxDOT District

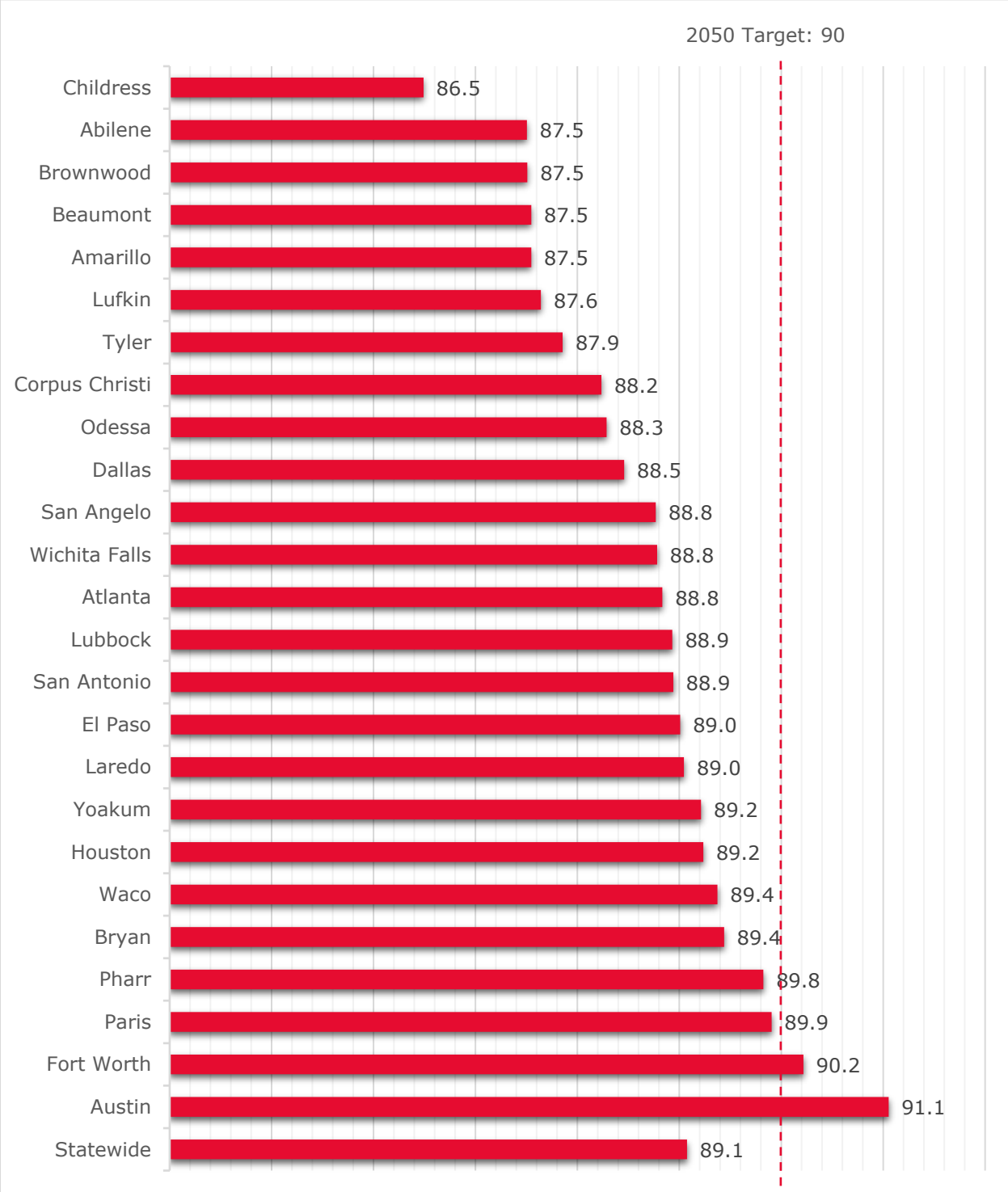
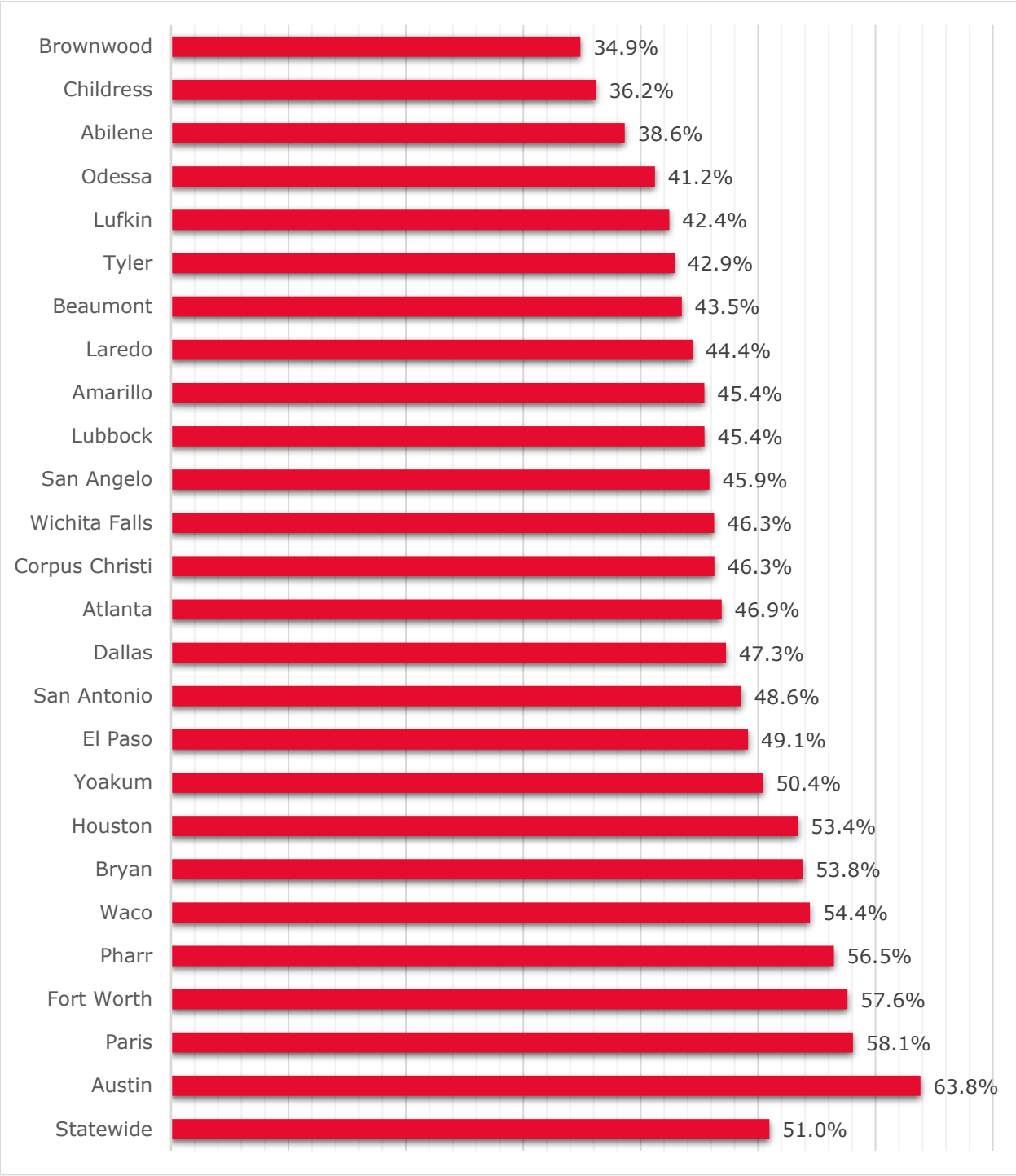
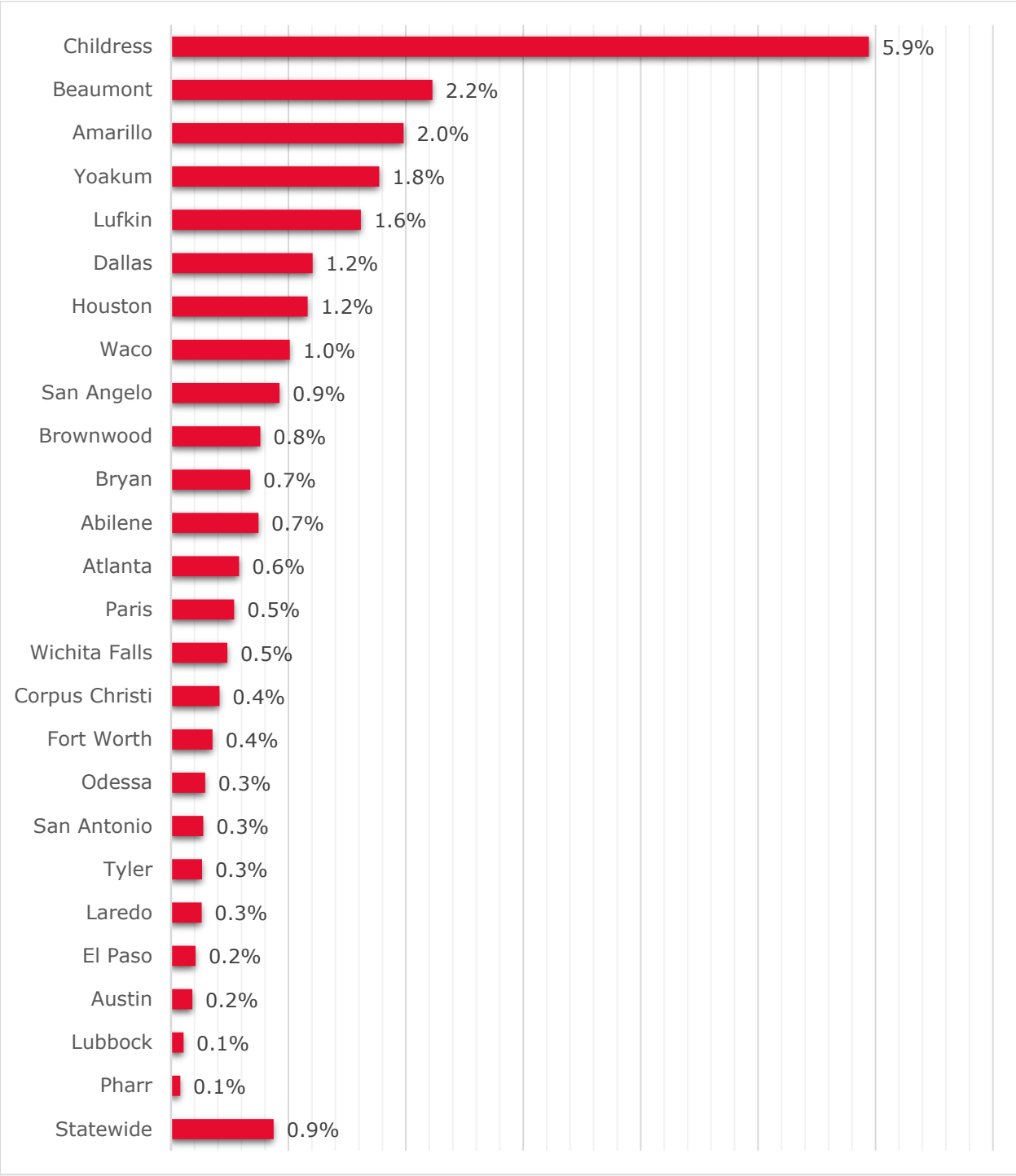


Figure B2. Percentage of Texas Bridges in Good Condition by TxDOT District



Target not established for bridges in good condition by TxDOT

Figure B3. Percentage of Texas Bridges in Poor Condition by TxDOT District



Target not established for bridges in poor condition by TxDOT

Appendix C: Texas Pavement Condition by District

This appendix contains the percent of lane miles in good or better condition (see Figure C1) and the percent of lane miles in poor or worse condition (see Figure C2) by TxDOT district as of FY 2024.

Figure C1. Percent of Lane Miles in Good or Better Condition by TxDOT District

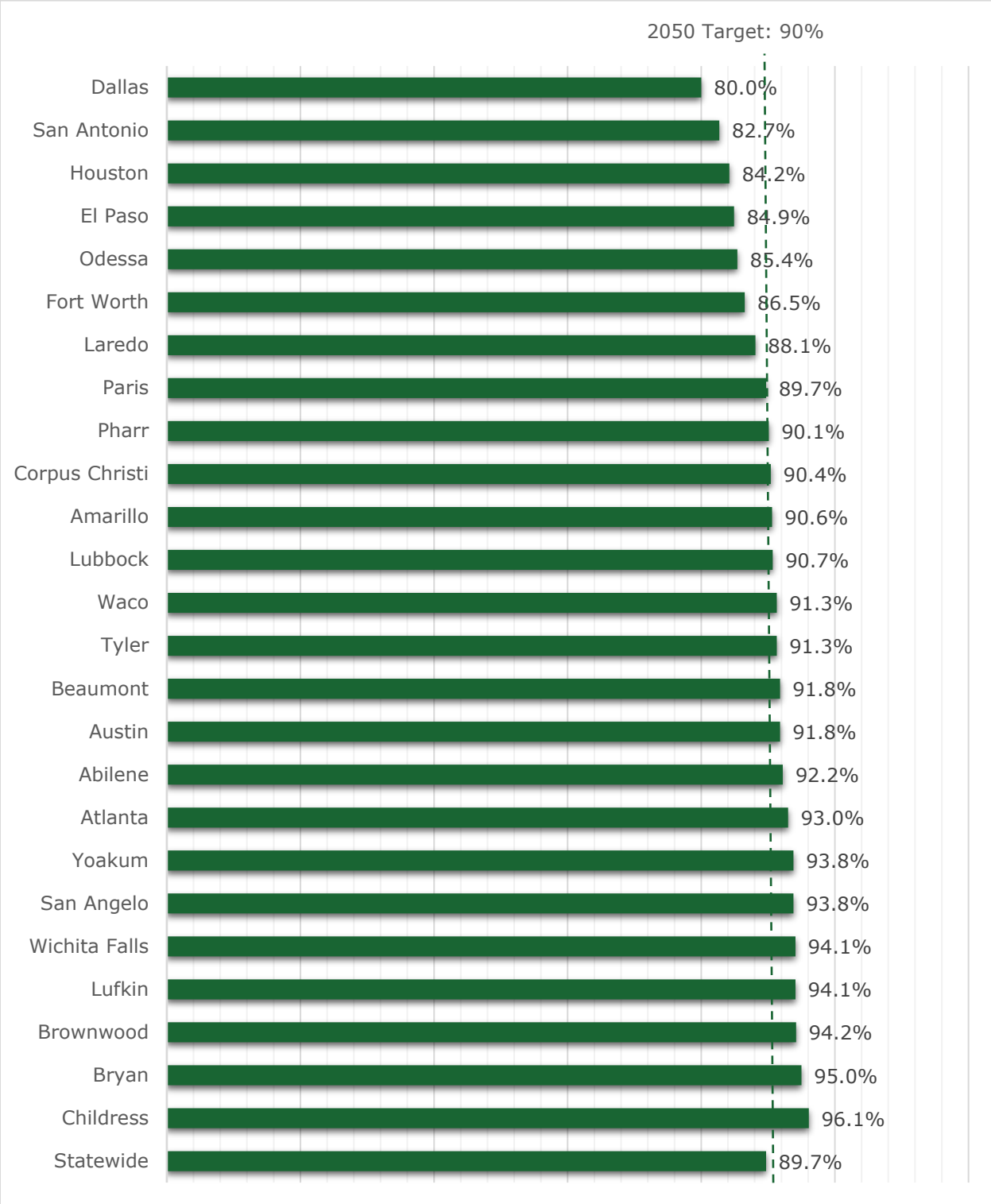
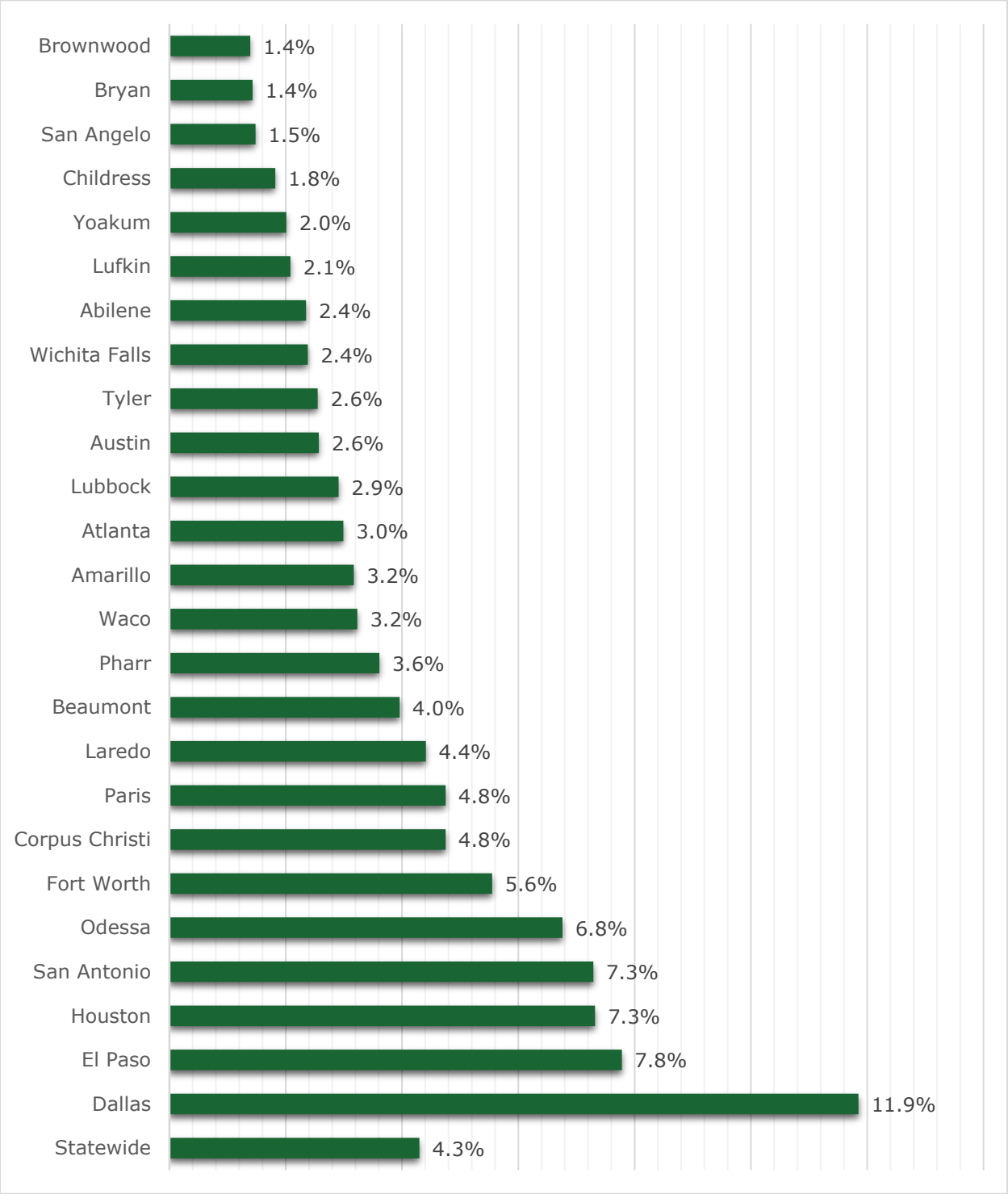


Figure C2. Percent of Lane Miles in Poor or Worse Condition by TxDOT District



Target not established for lane miles in poor or worse condition by TxDOT

Appendix D: Texas System Performance by District

This appendix contains the system performance measures that TxDOT tracks for each TxDOT district in 2023.

Table D1. Texas System Performance Measures by TxDOT District (2023)

TxDOT District	Annual Delay per Capita	Urban Congestion	Travel Time Reliability		
			Urban	Rural	Trucks
Abilene	14.6	1.06	1.18	1.15	1.16
Amarillo	15.9	1.07	1.18	1.14	1.16
Atlanta	13.1	1.07	1.18	1.12	1.14
Austin	30.2	1.23	1.62	1.18	1.53
Beaumont	18.2	1.1	1.25	1.12	1.2
Brownwood	10	1.06	1.16	1.14	1.16
Bryan	18.3	1.12	1.3	1.12	1.15
Childress	9.1			1.13	1.13
Corpus Christi	18.4	1.08	1.2	1.13	1.19
Dallas	31.6	1.22	1.54	1.15	1.57
El Paso	25.3	1.13	1.34	1.15	1.3
Fort Worth	28.6	1.21	1.49	1.13	1.49
Houston	35.9	1.25	1.58	1.16	1.66
Laredo	27.1	1.17	1.39	1.13	1.21
Lubbock	11.4	1.06	1.17	1.13	1.17
Lufkin	12.3	1.08	1.2	1.13	1.17
Odessa	23.4	1.09	1.21	1.12	1.15
Paris	13.1	1.06	1.19	1.13	1.15
Pharr	19	1.09	1.24	1.13	1.26
San Angelo	14.5	1.07	1.18	1.13	1.14
San Antonio	25.1	1.2	1.55	1.13	1.4
Tyler	17.6	1.11	1.24	1.13	1.19
Waco	14.7	1.07	1.23	1.12	1.19
Wichita Falls	10.7	1.05	1.15	1.13	1.14
Yoakum	12	1.06	1.18	1.12	1.14
Statewide	**27.2**	**1.20**	**1.48**	**1.13**	**1.34**

Transportation Planning and Programming Division

Texas Department of Transportation